

DEWAR'S
WHISKIES
ARE SUPPLIED BY
ROYAL WARRANT
TO THE
KING.
SOBE AGENTS—
H. PRICE & CO.

Hongkong Daily Press.

ESTABLISHED 1857

"GRAND PRIX" PARIS 1900.
The Highest Possible Award.
JOSEPH
GILLOIT'S
PENS.
Of Highest Quality, and having
Greatest Durability are therefore
CHEAPEST.
The Only Award, Chicago, 1893.
NUMBERS FOR USE BY BANKERS
Barrel Pens, 225, 257, 105, 404, 700
Slip Pens, 262, 900, 257, 105, 404, 700
In Fine, Medium, and Broad Points.
The New Turned-up Point 1032.

No. 13,552 號式十伍百伍千零壹第 日柒初月柒年柒十二緒光

HONGKONG, TUESDAY, AUGUST 20TH, 1901

式拜禮 號十式月捌年壹零百九千壹英港香

PRICE, \$2 PER MONTH

CHAMPAGNE
JULES MUMM
PER CASE. PINTS, 850; QUARTS, 348.

A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY.
CUTLER PALMER AND CO.
WINE SHIPPERS SINCE 1815,
Who have consigned their Brandy to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
OLD HIGHLAND WHISKY,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong at their Agents,
SIEMSEN & CO.
Hongkong, 1st January, 1901.

CUTLER, PALMER
& CO.'S
PRICE \$10.75 PER DOZEN
NET

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.30 p.m. Every 10 minutes.
5.30 p.m. to 6.45 p.m. Every 15 minutes.
NIGHT CARS.
8.45 p.m. & 9 p.m. 9.45 to 11.15 p.m. very 1 hour.
SUNDAYS.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 20 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.

SATURDAYS.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1901.

VICTORIA
CYCLE
EMPORIUM.

THE pleasure of cycling consists in having
a first class machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLY" CYCLES,
and we also supply fittings of every description.
Bargains can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.

MCKIRDY & CO.,
43 & 44, Queen's Road East,
Hongkong, 4th April, 1901.

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
\$5.50 per Cask of 375 lbs. net ex Factory.
\$3.30 per Bag of 250 lbs.
SHEWAN, TOME & CO.,
General Managers.
Hongkong, 1st June, 1901.

NOTICE.
I HAVE THIS DAY RESUMED MY
DENTAL PRACTICE.
WM MACLEOD, D.D.S.,
DEACONFIELD ARCADE
Hongkong, 1st August, 1901.

JOHNSON'S DIGESTIVE TABLETS
THE GREAT REMEDY FOR
INDIGESTION, DYSPEPSIA, FLATULENCY
AND ACIDITY OF THE STOMACH.

VICTORIA DISPENSARY. [a39]

LANE, CRAWFORD & CO.
HAVE JUST RECEIVED THEIR
FIRST SEASON'S CONSIGNMENT
OF
FRENCH ISIGNY BUTTER.

ABSOLUTELY THE BEST AND FINEST THAT IS IMPORTED.
NO OTHER BUTTER CAN COMPARE WITH THIS.
PRICES—

Per 1 lb tin ... 80 cents. Per 2 lb tin ... 1.50

LANE, CRAWFORD & CO. [a39]

PHOTOGRAPHIC PLATES, PAPERS
AND CHEMICALS.
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG. [a44]

IF YOU DO DRINK
WHISKY DRINK THE BEST
IF YOU WANT THE BEST SCOTCH HAVE
OUR 10 YEARS' OLD DUNDEE.

IF YOU WANT THE BEST AMERICAN HAVE
CYRUS, NOBLE OLD BOURBON
OR O.P.S. PURE OLD RYE.

SOLE AGENTS—

WATKINS, LIMITED,
68, QUEEN'S ROAD CENTRAL.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.
SHIPPIERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.—
THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNQUELLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [a47]

CHAMPAGNES.

JUST LANDED.

POMMERY AND GRENO, SEC. AND EX SEC.

BÖLLINGER, EX SEC.

AGENTS—

CALDBECK, MACGREGOR & CO.

15, Queen's Road. WINE AND SPIRIT MERCHANTS.

Hongkong, 15th August, 1901.

[a49]

ENGLISH PRESERVED
TABLE DELICACIES
GALANTINE CHICKEN, HAM and TONGUE.
GALANTINE TURKEY and TONGUE.
PICNIC PIES. CAMP PIES.
LAMB'S TONGUE in JELLY.
ROLLED OX TONGUE in JELLY.

PATES HAM and TONGUE. CHICKEN, HAM and TONGUE.
CHICKEN and HAM. TURKEY and TONGUE.
SAUSAGES CHICKEN, HAM and TONGUE. SMOKED CAMBRIDGE.
SMOKED OXFORD. TOMATO.

45a] G. GIRAUT. 6, QUEEN'S ROAD.

COTTAM & CO. (JUST RECEIVED)

STRAW BOATING HATS AND PANAMA FOLDING HATS.

"SNOWS" FAMOUS ANGLO-AMERICAN
BOOTS AND SHOES. [a41]

W. BREWER & CO.

NEW BOOKS, &c.

Macmillan's Atlas of China ... \$1.00
Sennett and Cram's Marine Engineering 13.00
Little Folks—Volume Jan. to June, 1901 2.25

Mrs. Bishop's Chinese Pictures 3.00

Midnight Passengers by Savage 2.25

Sister Teresa, by George Moore 3.00

Dever's Doubts, by Geo. Griffiths 3.00

Cinderella, by Crockett 3.00

Seven Houses, by Drummond 3.00

Gals' Gossip 3.00

More Gals' Gossip 2.25

A Smart City, by Swales 1.50

Rodney Stone, by Conan Doyle 0.35

Abney's Book of Photography 2.25

Signalling, by Brown, Glasgow 0.70

Conan Doyle's Boer War 1.50

Charter Parties and Bills of Lading, by Duckworth 1.75

23 & 25, Queen's Road, Hongkong. [a37]

HOTEL
"BOA VISTA" HOTEL,
MACAO.

THE SANITARIUM OF SOUTH CHINA.

Notice is hereby given that N. LEUNG SAU TIN of No. 9, Centre Street, Victoria, in the Colony of Hongkong, Trader, has on the 18th day of July, 1901, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARK:

The distinctive device of 3 aged men standing in a group inside an oblong figure; the man on the right is depicted holding with his left hand a Yu Yee 加意 a symbol of happiness; the man in the centre is depicted holding with both hands a scroll containing 5 Chinese characters

Foo Luh Sau Wai Kee, meaning "Felicity, Prosperity and Longevity as Marc"; and the man on the left is depicted holding with his left hand a peach and grasping with his right a staff.

Above the group on the left hand side are 3 Chinese Characters 福祿壽 Foo Luh Sau, meaning "Felicity, Prosperity and Longevity".

In combination with the above device and on the top of the oblong figure is depicted a flying bat suspending at its mouth a Chinese musical instrument known as

Hing 铃 and on it are 3 Chinese characters 梁永馨 Leung Wing Hing. On both sides of the oblong figure are depicted trees and birds and underneath thereof two ducks swimming among lilies.

The whole of the above device is surrounded by a fancy border, in the name of LEUNG SAU TIN who claims to be the sole proprietor thereof.

The TRADE MARK has been used by the applicant in respect of the following goods:—Incense and Incense-stick in Class 50.

A Facsimile of the TRADE MARK can be seen at the office of the Colonial Secretary of Hongkong, and also at the office of the undersigned.

Dated the 19th day of July, 1901.

S. W. TSO, Solicitor for the Applicant, 39, Queen's Road Central, Hongkong. [a38]

TERMS \$10 per Month.

(TWO LESSONS PER WEEK).

Caro of ROBINSON PIANO CO. Hongkong, 22nd April, 1901. [1078-1]

SINGING, PIANO, MANDOLINE, BANJO, &c.

SIGNOR CATTA NEO has RESUMED TUITION.

TERMS \$10 per Month.

(TWO LESSONS PER WEEK).

Caro of ROBINSON PIANO CO. Hongkong, 22nd April, 1901. [1078-1]

RUINAET PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal).

LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 17th May, 1893. [1271]

POTLAND CEMENT J. B. WHITE & BROS

SOLE AGENTS FOR CHINA, HOLLIDAY, WISE & CO.

Hongkong, 16th September, 1893. [1599]

HING KEE HOTEL, (ESTABLISHED 1873) MACAO.

THIS First-class and well-famed establish-

ment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Com-

fortable and well furnished Bed-rooms.

Cuisine Excellent. Prompt Attendance.

Terms very Moderate.

J. H. DOWNS, Manager.

H. HING KEE, Proprietor.

Telegraphic address "HINGKEE" [1632]

A L W A Y S T O T H E
F R O N T .

MESSTS. JOHN DEWAR & SONS,
LIMITED, inform us that they

INTIMATION.



ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS

SCOTCH
WHISKY.WATSON'S VERY OLD
LIQUEUR SCOTCH WHISKY.

E

BLEND.

Pronounced by Connoisseurs to be the
BEST BRAND in the FAR EAST.

Per Dozen \$15.00

The following Blends are also recommended, and are unsurpassed in quality:
Per Doz.

A.—THORNE'S BLEND... \$10.80

B.—GLENROCHY, MELLOW

BLEND, a fine "SODA"

WHISKY of great age... 10.80

C.—ABERLOUR-GLENLIVET 12.00

D.—H.K.D. BLEND of the Finest

Old Malt Scotch WHISKIES 14.40

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY

this reason we have refrained from commenting on the reports hitherto. It cannot be denied, however, that there is bitter feeling between the combatants now than there ever was before, and that several of the Boer commanders have made use of menaces which, if carried into effect, would necessitate the treatment of them and those obeying their orders as no longer soldiers, but merely armed ruffians. Whether KRITZINGER put into execution his threat of slaughtering all natives, armed or otherwise, found in British employ, we have not heard. Probably Lord KITCHENER's reply had its effect, but the fact of the threat being made is significant of the moral degeneration of the enemy.

To meet this change in the character of the war, Mr. CHAMBERLAIN indicates that the "American" policy, as displayed by the United States military authorities in the Philippines, will be followed, if necessary. If the war degenerates into one with banditti, he says, this policy will be followed, and a date will be fixed, after which the killing of British soldiers will be regarded as murder. There is a touch of irony, no doubt appreciated by Mr. CHAMBERLAIN, in following the policy of the United States, where are so many of the most rabid supporters, on paper, of the Boer cause. The policy has been attended with success in the Philippines, and has not been regarded as an evidence of American brutality. Should it be necessary to adopt it in South Africa, however, we must prepare for howls of indignation. According to the accepted code of Western ethics, you may do a vast number of things to an Asiatic which you may not to a white. Those who sacrificed at the reports of outrage and massacre perpetrated by European troops against the North Chinese villagers are stirred by the eviction of the families of South African traitors. To supply a Boer woman with mementoes of inferior quality would seem to be more of a crime than to knock a Chinese child's brains out or drive non-combatants into the river to drown. We confess to having no sympathy with this system of comparative ethics. We regret, with everyone else who has any humane feelings, that it has been found necessary to adopt the plan of concentrated refugee camps in the Orange River and Transvaal Colonies; and we still more regret that warfares in South Africa is now barely civilised in character. The camp system was forced upon us by the tactics of the Boers and the treachery which cost the lives of so many British soldiers, shot from "friendly" farm-houses or betrayed by information conveyed from them. The treatment of the enemy still in arms as bandits will be rendered compulsory by their ceasing to be civilised soldiers. By so departing from civilised warfare they make it necessary for themselves to be removed. All talk of peace negotiations is useless in such circumstances. There can be no negotiations between the police and the criminal. Those who will not admit this are not honest, unless they are at the same time totally blind; and in either case they lose their claims to a voice in the settlement of affairs.

We have received from Messrs. Kelly & Walsh a copy of an *Atlas for China, Japan and the Straits Settlements*, issued by Messrs. Macmillan & Co., of London, at the price of one dollar. The atlas includes altogether 13 pages of maps, of which 15 relate to Asia. The maps are all excellently clear; and, as far as we can discover, accurate. We must, however, protest against the perpetration of a misleading division of China, in a commercial chart of the Far East, into "spheres." Thus Kwangtung and Kwangsi are labelled "French sphere"—we suppose, because Hongkong monopolises the bulk of their trade! The Yangtze Valley is boldly labelled "British sphere," and Fukien is included in this. Such a map is not in accordance with present facts. Otherwise the atlas is an excellent reference work, and deserves all praise.

A special Imperial Rescript was sent from Peking to Prince Ching for transmission by telegraph to Shanghai when Prince Chun was there last month. The terms of this, which are now made public, are as follows:—Tsai Li, Prince Chun, is now on his first journey to foreign countries. He should therefore be all the more careful in his speech and conduct and attention to his general health. To Chang Yi (Chang Yenmou) is deputed the direction of all ceremonies, etc., requisite on occasions like the present, and he must give his entire attention to the same. After the said mission has been accomplished, Prince Chun must return immediately to China, taking care, however, to observe carefully the customs, peoples, and general condition of all the countries he shall visit whilst abroad, so that he may gain benefit, experience, and instruction from his sojourn in other countries.

The Shanghai *Sunnewao* is responsible for the statement that the advisers of the Empress Dowager have decided to change the date of the Court's departure from Peking to Peking to the 14th of October next (3rd day of the 9th moon), the delay being caused, it is stated, by the unprepared state of the roads in Honan and Chihi over which the Court will have to pass on the return journey. The report is also given by the same paper that the notorious Manchu Boxer leader, Kuei Ch'un, whom the Foreign Powers wish to get hold of and who returned to Peking the other day after having travelled already half-way to Peking, is doing his best to rally the Allies and to persuade the Empress Dowager not to return to Peking at all, in spite of all that the Foreign Powers may promise or do to get the Court to return to Peking. A despatch to the same paper from the Capital also states that Li Hung-chang has received a severe censure from the Empress Dowager for consenting to the raising of the forts at Taku and Peitong.

We received yesterday a visit from Mr. J. F. Anderson of Pomona, California, who is engaged in a five years' trip around the world, visiting every out-of-the-way place. He started in 1897 from his native city, travelled through every state in the Union, partly on foot, partly in a spring wagon, working at different places to earn the wherewithal to pay his travelling expenses. From New York in 1898 he went to Liverpool, bicycled through the British Isles, thence to Germany along the Rhine, and from there to Paris, where he worked for the U.S.A. Commission of the Paris Exhibition. After leaving Paris he went to Switzerland, crossed the Alps into Italy, and thence to Greece. After leaving Athens he worked his way to Alexandria, toured through Egypt and Palestine, from thence to Port Said, where he took passage to Bombay. He visited Calcutta, and from there went to Singapore, whence he arrived yesterday. Mr. Anderson is a Christian Endeavourer, and makes this round-the-world journey to satisfy his thirst for information and study of men and things. He will visit the Philippines and Japan, and expects to arrive in San Francisco next December, completing his five years' tour.

During the 48 hours ending at noon yesterday there was reported one fresh case of plague, with one death (Chinese). Last week's figures were—4 cases, 5 deaths; the best since the week ending the 16th February.

A few days ago Chan Hsung, master of No. 405 steam-launch *Hoi Loong*, was fined \$3 for not registering his discharge in accordance with the regulation made by the Governor in Council, Merchants' Shipping Consolidated Ordinance of 1891.

Apart from plague cases last week, the only instances of communicable disease reported in the Colony were one of enteric fever (European) and one of small-pox (Chinese), both in the City of Victoria. The small-pox case had a fatal termination.

One of the three ex-naval men who, as we have reported, recently changed their minds about entering the Hongkong Police, has written to us on the subject. He complains of the treatment at the hands of the doctor at the Central Station and the porcupine way in which they were ordered by the Captain Superintendent to be vaccinated before joining. Apparently our correspondent and his comrades were hurt by the tone adopted toward them before they had become members of the force, and decided that they would be better out of it. We cannot, of course, attempt to say what justification our correspondent has for his complaints, but we accede to his request to make his statement public. He also says that, since they refused to join the police, orders have been given to the officers of all the British warships here that the three men are not to be allowed on board.

Up to date, the total recovered, dead, wounded, and unwell, amounts to 62.

A Paris telegram last week stated that M. Delanothe, the new Lieutenant-Governor of French Indo-China, has embarked at Marseilles to take up his post.

According to a Seoul despatch, M. Pavloff, the Russian Minister to Korea, has been remarkably inactive since his return from Japan. He is waiting for instructions from the Russian Government, which, it is said, is going to raise a serious question in connection with Corea and is now negotiating with the Powers interested about the question in St. Petersburg. The instructions will be the outcome of these negotiations.

The Italian Government has agreed to the request of the British Government that the British squadron should be allowed to manoeuvre in Italian waters, which is forbidden according to international law. The newspapers say this proves that the manœuvres are connected with a co-operation between the squadrons of the two countries, and that perfect harmony exists between Italy and Great Britain. Thousands visited the fleet in Rapallo Bay.

A memorial chapel in Westminster Abbey to our late Queen would have been, it is stated, in accordance with wishes expressed by her Majesty, but on account of the difficulty of fixing on any part of the Abbey where a chapel might be erected without injuring the beauty of the building, no satisfactory solution was arrived at. The suggestion is now made that a fitting memorial would be to make beautiful the interior of St. Faith's Chapel, near the Poets' Corner entrance, and to include in a reclining figure of Queen Victoria, placed in the full light of the one window. The memorial chapel is proposed as an addition to the national memorial to be placed in front of Buckingham Palace.

The Orient liner *Ornuz*, which arrived at Gibraltar on the 18th ult. from Sydney, homeward bound, was refused admittance by the authorities owing to the presence on board of two decided cases of bubonic plague. The liner then sailed for Plymouth. It will be recollected that the *Ornuz* omitted to observe the usual sanitary formalities at Marseilles, and without authorisation entered into the dock and moored alongside the quay. Captain Vette, the Public Health officer, however, informed the captain of the *Ornuz* that he must cast off his hawsers and go into quarantine at Brion. Instead of doing so, however, the *Ornuz* took on board the only four passengers who wanted to embark, and continued her journey.

The *Naval and Military Record*, speaking of the difficulty of mobilising the 12,200 officers and men necessary for the 29 ships and 56 torpedo craft at the recent naval manoeuvres, says:—At few previous mobilisations have we raised such a modest total as 12,200 men, and never has that number been raised with so much difficulty. And were we at real war instead of playing a game, how could we supply casualties except from the Reserve, which everyone agrees is the most doubtful quantity in the service? We commend this appalling condition of things to the serious consideration of the Navy League. The charter of that organisation is the popularisation of the Navy. The Admiralty must, of course, play their part of the game, and they must make the service more attractive. In the meantime we can dispense with the League's strategic disposition of fleets, while the nation would be grateful for a few more thousand ratings.

THE COCHRANE STREET COLLAPSE.

The work of clearing away the ruins of the late disaster is proceeding, but still slowly, a very small gang of Chinese coolies being at work, and doing as usual very little effective work, the Europeans doing the most. The energy shown by the Government on Saturday seems to have evaporated quickly. While on Saturday there were sufficient to progress quickly with the work, on Sunday and yesterday there were barely forty coolies, men and women, at work during the day, and only about twenty-five last night. Refreshments at Government expense for the workers at the ghastly job of unearthing corpses have also been stopped.

Since Sunday night there have been nine dead bodies recovered, bringing the total of dead up to thirty-four.

Another instance of a most miraculous escape was shown by the unearthing of a man still alive. He was discovered yesterday afternoon about four o'clock, but the rescuers were unable to extricate him at once. Food and drink were passed to him through an aperture, which he received with joy and even laughter, exhorting his rescuers to extricate him quickly. While they were attempting to do so, some of the debris which was upon some timbers which were suspended above the unfortunate man and had hitherto saved him from being crushed came down and he was again buried out of sight. The rescue party went to work with a will to unearth once more the victim, but it was quite 7.30 p.m. before they succeeded in freeing him. A few drinks of spirit stimulated him sufficiently to enable him to walk to a chair, apparently unharmed. He was taken to the Government Civil Hospital.

This last rescue only emphasized our statement of last Saturday as to the need of a prompt clearing away of the fallen materials. If a man could live beneath the ruins since last Wednesday night, prompt and energetic work in clearing the debris might have saved many more lives.

Up to date, the total recovered, dead, wounded, and unwell, amounts to 62.

THE FATAL COLLISION IN THE HARBOUR.

EIGHT CHINESE DROWNED.

As reported by us yesterday, a collision took place late on Saturday night between the steam-launch *Lei Sang* and a cutter from the hospital ship *Meane*. The cutter, it was stated at the time, was carrying no lights, and the *Lei Sang* ran into her at full speed, cutting her in two. There were ten people on board the cutter, all Chinese, and only two were rescued by the launch when the other boat sank.

Later details show that the accident is more serious than at first sight appeared, eight Chinamen—three ward-room boys on the *Meane* and five of the hands on the cutter—having been drowned. Up till yesterday afternoon only two bodies had been recovered—one that of the coxswain of the cutter and the other that of one of the ward-room boys. One was picked up near the Commissariat Pier and the other off the Kowloon Police Pier. They were taken to the mortuary.

According to the two survivors from the cutter, the statement by the crew of the *Lei Sang* that the cutter was carrying no lights is inaccurate. There was a light on board the cutter, but for reasons yet unexplained it was not shown, having been carried on deck and not exposed until a collision became inevitable, when it was waved violently to and fro. The launch struck the cutter amidships, causing her to sink in a few moments.

The *Meane* is the military hospital-ship attached to this station, and the cutter was the Army Service Corps routine boat, which left Commissariat Pier at twenty minutes past ten on Saturday night to take off details of the Royal Army Medical Corps and ward-room boys employed on the *Meane*. As already stated, there were ten people on board when the cutter started for Commissariat Pier—six of the Army Service Corps boys and four of the *Meane*'s ward-room boys. It was purely by chance that no European was on board: nine times out of ten one accompanies the routine boats on their journeys to and from the hospital-ship.

An enquiry is to be held at the Harbour Master's Office at half-past ten o'clock this morning, when the circumstances attending the collision will doubtless be fully explained.

POLICE COURT.

Monday, 19th August.

BEFORE MR. HAZELAND.

THEFT OF FOUD APPLES.

Mr. Huines, Manager of the Hongkong Hotel, charged one of the hotel boys with the theft of four apples.

The Indian watchman testified to seeing defendant come out eating an apple. When arrested he had four more in his pocket.

Mr. Huines recognised the fruit produced in Court as the property of the Hongkong Hotel Co. Ltd.

Defendant was sentenced to fourteen days' hard labour.

MARINE ASSAULTS BOMBARDIER.

Richard Lane, R.M.L.I., was charged with assaulting acting Bombardier in alibido, 38th Co., R.A.

Accused admitted the charge, stating in explanation that on Saturday he was at the lower Hongkong Hotel bar with some Americans. He wanted to try a bit of fencing with one of them, and borrowed complainant's stick. When the bout was over he returned the stick to its owner, who let fly at him; he dodged the blow and returned it with interest.

Complainant, whose right eye was black, denied having struck defendant. He claimed that the latter borrowed his stick to show the Yankees, as he said, what he could do in the way of fencing, and when he asked for the return of the stick, defendant blacked his eye for him.

Defendant was fined \$5, or fourteen days' hard labour.

ANOTHER VAGRANT.

Joseph Curson, gave himself up to the police authorities as a vagrant without apparent means of subsistence. He was sent to the House of Detention.

DRUNK AND DISOBEDIENT.

McGregor, being drunk and disorderly on the public road, was fined \$3, or eight days.

BEATING HIS SISTER.

Lau Wing, a bell-ringer, visited his sister and gave her a sound beating. He was arrested and bound over in \$100 bond to keep the peace for six months.

BORBERRY UNDER ARMS.

Lieu. Jones' boy was charged, firstly, with stealing his master's revolver and ammunition, valued at \$50, and secondly with armed robbery of four watches, the property of a watch-dealer in Bonham Strand Central.

Accused denied having stolen the revolver, claiming that it had been given him by his master to clean, but was sentenced to two months hard labour.

On the second charge accused pleaded also not guilty.

The first witness called was the watch-dealer. He stated that on Saturday evening defendant came to his shop in Bonham Strand and said he wanted to purchase a watch. He was shown one valued at \$10. He then asked the boy in the shop to get him a drink of water. While the latter was out he asked to see some more watches. He was shown three more. He then snatched up the four watches, held a loaded revolver to complainant's head to intimidate him, and then attempted to bolt, when he was arrested.

Lieu. Jones was called to identify the revolver, produced as his property, stolen from him by accused.

Several other witnesses were also examined, and then His Worship committed defendant to stand his trial at the Supreme Court.

BEFORE MR. KEMP.

THEFTS OF IRON.

Detective Sergeant Terrett charged a Chinese with the theft of a piece of iron, a veranda support, stolen from the ruins of the house collapse in Cochran Street.

Defendant was fined \$10, or fourteen days.

Another Chinese stole three iron rods from the same place, valued at \$15, and received fourteen days' hard labour.

ROUGES AND VAGABONDS.

Sergeant McHardy brought six rogues and vagabonds before His Worship, and they were given from two to six weeks' hard labour each.

SUPREME COURT.

Monday, 19th August.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE
(ACTING CHIEF JUDGE)
AND A JURY.

THE CALENDAR.

There were four cases down for trial—Chan To Kam, alias Chan To: (1) uttering a forged request for delivery of goods with intent to defraud; (2) obtaining goods upon a forged instrument; Cha Kwin Lam: manslaughter; Chan Te Kam, alias Tang Cheong: (1) uttering a forged request for delivery of goods with intent to defraud; (2) obtaining goods upon a forged instrument; Lam Sheung: being in possession of three or more pieces of counterfeit King's silver coins with intent to defraud.

The Hon. H. E. Pollock, Acting Attorney-General, asked his Lordship to take case No. 2 (that of manslaughter), in which Mr. J. Francis C. K. was to appear for the defence, at ten o'clock this (Tuesday) morning.

His Lordship agreed to the request. Mr. Pollock intimated that is little case, one of piracy, had been added to the calendar, and on his suggestion it was included therein. This case will be heard before His Honour T. Scoville Smith to-morrow.

HONGKONG AND WHAMPOA DOCK CO., LTD.

The ordinary half-yearly meeting of shareholders was held in the offices of the company, Queen's Buildings, at noon yesterday. Mr. E. Shawan, Chairman, presided, and there were present—Hon. J. J. Bell-Irving, Hon. C. P. Chater, C.M.G., Messrs. N. A. Siele, A. Haupt, D. E. Brown, P. Witkowki, H. P. White (Directors), L. Burdette, H. M. S. H. Easdale, D. Craddock (attorneys for Mr. C. Ford), J. McGregor Forbes, G. S. Sharp (Messrs. Gibb, Livingston & Co.), D. Haskell, J. Hastings, Ho Foo, H. K. Tong, E. H. Hind, J. A. Jupp, J. J. Leiria, R. K. Leigh, Lo Cheung Shiu, A. McConachie, F. W. Chapman (Messengers Maritimes), S. H. Mitchell, M. H. Michael, A. G. Morris, C. Parker, H. Pinney, C. H. Potts, R. H. Potts, G. V. E. Playfair, W. H. Purcell, F. Reid, R. J. Richardson, H. A. Ritchie, H. A. W. Shaw, F. Smyth, W. M. Watson, W. H. Wickham, and T. L. Rose (Secretary).

The notice convening the meeting having been read,

The CHAIRMAN said—Gentlemen.—With your permission we will take the report and accounts which have been in your possession for some time past as read, on this occasion.

The result of the past six months' work is a most satisfactory one, and it affords your directors great pleasure to lay before you the best record we have yet had. The amount available for appropriation, including \$25,757.20 brought forward from last year, is \$1,115,085.86, which we propose to distribute in a dividend of 10 per cent and a bonus of 8 per cent, absorbing \$450,000 (against \$315,500 last August), by writing \$181,707.71 off the value of Kowloon and Compton Docks, \$4,000 of steam-launches, &c., and by carrying forward \$45,635.15. The dividend and bonus is \$137,600 more than we paid the same time last year, though we only propose to write off about \$55,000 less than we did then. It may appear to some shareholders that we write off too much, but the wear and tear and loss by depreciation of plant and machinery in such a business as ours is very great indeed, and when all is said and done you will notice that the value of Kowloon Docks will still stand at \$1,700,000, as against \$1,600,000 last December, so that in fact their book value has risen \$100,000. As we have no reserve fund and cannot have one except on paper until we are out of debt, we propose to keep something in hand by carrying forward more than usual to the credit of the next account. We are in debt to our bankers some \$300,000 which will be increased on payment of the dividend of \$450,000 to about \$750,000 and it must be our constant aim to reduce this indebtedness until the balance inclines the other side. This we can only do by writing off more of our profits than we spend on improvements; if not, our debts will increase until we are compelled at last to raise fresh capital to pay them off, a step of course we should be very loth to resort to. The money spent on improvements has, however, I am glad to say, been money well spent as is proved by the increased efficiency and greater facilities for the work now provided at the Docks. The negotiations with the Government for the acquisition of land for a new and larger dock which have dragged their slow length along for years past, appear at last to give some signs of approaching a conclusion. The great stumbling block, the right of pre-emption claimed by the Navy, has been overcome, and the questions now arising are more or less of a minor character, though still of quite sufficient importance in themselves. Your directors are very fully alive to the great importance of pushing on with the new dock as fast as possible, and will endeavour in any possible way consistent with your interests to bring this matter to a settlement in accordance with a view. The want of a new and larger dock is fully exemplified by the case of the steamship *Munich*. In ordinary times we would have willingly compensated for the repairs of this boat, but our large docks were so fully engaged that we had to let the business go past us. The work would have taken at least four months, and we could not afford to let one of our two largest docks be engaged for such a time without gravely inconveniencing our regular business. As you see in the report, Mr. Gillies has resigned the post he has so ably filled for many years past. His successor, Mr. Dixon, comes to us with first-class credentials, and we have every reason to believe he is well qualified for the position of chief manager of this company. While on this subject, I may take the opportunity of recording the fact that the hearty thanks of the shareholders are due to Sir Andrew Noble, Mr. William Kewick, and Mr. J. L. Houston, for the very valuable assistance they have given us at home in selecting someone to succeed Mr. Gillies. As to the present six months it is not well to prophecy unless you know. I can only say that the returns for July are satisfactory, although at the moment work is rather slack and the Docks by no means so full as they might be. Before proposing the adoption of the report and passing the statement of accounts, I will be happy to answer any questions you may desire to ask.

There were no questions, and the CHAIRMAN proposed that the report and accounts as submitted be adopted and passed.

In seconding, Mr. C. S. SHARP said—I have much pleasure in seconding the resolution just proposed for the adoption of the report and passing of the accounts. It is no small achievement to have topped the already splendid record shown by this company, and let us hope that we have not reached high-water level and even yet. I have no doubt the accounts and proposed distribution of available profits will be considered satisfactory by shareholders, provided as they do for a larger amount for dividend than for the corresponding period of last year and for satisfactory writings off and carrying forward of a comfortable sum.

On the whole I am satisfied with the progress made in the New Territory, where everything is being done without friction and with apparently the full concurrence of the people.

I have the honour to be, Sir,

Yours most obedient, humble servant,

HENRY A. BLAKE,
Governor, &c., &c.

The Right Honourable
JOSEPH CHAMBERLAIN, M.P.,

&c., &c., &c.

Then follows the report of the Hon. J. H. Stewart Lockhart, from which we make the following extracts:

LAND DEPARTMENT

The work of the Land Office in Hongkong for 1900 falls under two heads—

(a.) The translation and registration of deeds under Ordinance No. 3 of 1844.

(b.) The registration of claims for the purposes of the Rough Rent Roll.

As regards (a), the Registration Fees received from the New Territory last year amounted to

\$1,392, and Deeds relating to 431 Lots situated in 45 different villages were duly registered by Memorials under the Ordinance.

The question has been raised whether it is desirable to continue the registration of instruments in the Chinese language dated in some cases many years before the Convention. It is found that villagers who have deposited their documents for registration and paid the proper fees are apt to imagine that their title has been recognised by Government, and that they need not trouble further to bring their claims before the Land Court. Moreover, the lot number given on registration of a deed does not relate to any mark for the simple reason that there is not yet one available, and as the boundaries and the description of the land in the Chinese deed are invariably extremely vague, it is impossible to ascertain with any certainty where the land affected by the instrument is really situated. It is true that the title of a registered owner becomes absolute if he remains in possession for 20 years, but in view of the constitution of a special tribunal—the Land Court—all claims will have been enquired into and fresh titles or certificates of title issued by a very much earlier date. It would not be desirable to continue the operation of the Ordinance in the New Territory for all conveyances and other deeds executed since the territory has become British, but it will probably be advisable to discontinue the registration of older deeds until their validity has been decided by the Land Court.

Until a road roll based on the cadastral survey and the results of the work of the Land Court has been completed, the land revenue of the New Territory cannot be collected in anything like a satisfactory or thorough manner, though every attempt will be made in the meantime to collect as much Crown rent as possible.

TITLES.

I attach a memorandum by Mr. Gompertz, Member of the Land Court, upon Land Tenure and Titles in the New Territory. He recommends a modification of the Torrens System of Title by Registration, such as is in use in Malacca and the Federated Malay States, for the New Territory. In view of the very large number of small Chinese holdings in the New Territory, I am of opinion that this system will prove more effectual than the technical procedure based upon English law now in use in Hongkong.

LAND COURT.

The Land Court, established by Ordinance No. 18 of 1900, was constituted on the 1st June, 1900, Mr. H. E. Pollock being President, and Mr. Gompertz, Member. Mr. Kemp was appointed Registrar, and on his removal to act at the Magistracy, Mr. Wood was appointed Registrar. A very large amount of work had to be done before the Court could commence its sittings. The formation of a proper demarcation staff and the arrangements connected with the registration and reception of claims provided full occupation for the Court, so that no sittings had been held up to the end of the year.

The Indians making the field to field survey were of course strangers to the country, and not knowing the language were unable to ascertain particulars of ownership. It became therefore necessary to form a staff of Chinese demarcators to accompany the survey party, and as the outcome of several experiments twenty Chinese, mostly villagers of the better class, were enlisted to make the record of holdings. This work they have proved fairly competent to perform, but they are quite unable to read a map, and this necessitates their being accompanied in every case by a surveyor even when at work upon land the field to field survey of which has been completed.

The area selected for the commencement of operations was the long and narrow strip of territory, fronting the harbour of Hongkong and extending from the Liuan Pass on the East to the village of Lai Chi Kok on the West, on account of its great importance as an outlet for the expansion of the colony and its very high value. Unfortunately the inhabitants of this area were fully alive to the possibilities of the situation, and it may be said that every foot of land anywhere near the sea is the subject of five or six conflicting claims. It is impossible to believe in the bona fides of many of the claimants or to imagine that their own Government would have given a patient hearing to many of the demands now put forward. At the same time when it is remembered that the Chinese authorities had never made a survey and that the Chinese magistrate seldom or never settled disputes over land of little value by personal inspection, it is evident that considerable patience and caution are now needed to reduce our police force to more modest dimensions.

Unhappily we find the whole of the New Territory malarious. Experiments are now being tried of different treatment at different stations, and records are being carefully kept. At one station quinine is administered as a prophylactic after Dr. Koch's advice, i.e., 12 grains two days running and then an interval of seven days before repetition. At another, 12 grain doses are given daily; at a third arsenic is given instead, &c., &c. Wire-gauze windows are being added to stations, and as the winds are almost every night on patrol duty I fear that this will not suffice as a preventive measure.

The question of an experimental garden must remain until Mr. Ford's return, but I question if the low-lying land can be made to produce more paying crops than at present. The fresh sugar canes imported last year are doing well, but, so far, the working of the improved steel mills does not meet with the approval of the farmers, the principal complaint being that they break up the cane so finely as to make it useless for fuel. They do not yet realise the waste of using half crushed cane for fuel, and probably do not quite understand the working of the mills. This will come later on.

I have seen one herd of cattle grazing near Saikung, and it appears to me that with the growing of succulent grasses, the hills in the New Territory are capable of supporting a sufficient number of cattle to render Hongkong independent of the present sources of supply on the West and North Rivers. This is a question that will be taken up on the return of the Veterinary Surgeon and the Superintendent of the Botanic and Afforestation Departments.

It is remarkable that the New Territory north of the Kowloon Hills has been quite free from plague although the town of Ulong is apparently everything that a sanitarian would object to, while in the fishing village of Cheung Chau, an island six miles from Hongkong, a single street, kept particularly clean under the supervision of the European police sergeant stationed there, and open to every sea breeze, there have been 40 cases this year in a population of about 1,800.

A licence has just been issued to a person in Ulong for a powder-manufactory, for the making of fireworks—a very large industry in China. I am informed that in the neighbourhood of Kowloon several ventures of various kinds will be started as soon as the land claims have been decided so that capitalists can obtain a title.

On the whole I am satisfied with the progress made in the New Territory, where everything is being done without friction and with apparently the full concurrence of the people.

I have the honour to be, Sir,

Your most obedient, humble servant,

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Governor, &c., &c.

The Right Honourable
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The motion was put to the meeting and carried unanimously.

The CHAIRMAN.—The next business, gentlemen, is the consideration of the testimonial to be presented to Mr. D. Gillies, and as that is a delicate matter I do not think it should be discussed in public. With your permission I will ask the reporter to withdraw.

This was agreed to, and the question was discussed privately.

We are informed that at the private meeting the Chairman, on behalf of the Directors, submitted a proposal to present Mr. Gillies with a cheque for £5,000. After considerable discussion, in the course of which it was pointed out that Mr. Gillies had served the Company faithfully for 26 years, and was in great measure responsible for its present prosperity, it was decided by a large majority to authorise the Directors to present to Mr. Gillies a handsome

present of plate, of a value not exceeding £1,000.

THE NEW TERRITORY IN 1900.

The report on the New Territory for the year 1900 is published in the Gazette. It is preceded by a letter from H. E. the Governor to the Secretary of State for the Colonies, which runs as follows:

Government House,
Hongkong, 12th August.

Sir.—I have the honour to forward for your information a report furnished by the Colonial Secretary, Mr. J. H. Stewart Lockhart, on the operations in the New Territory during the year 1900.

I had hoped that the collection of revenue might have been in a more forward state, but the report by Mr. Gompertz of the working of the Land Court shows the difficulties of dealing with these small plots and defining the rights of the occupier, the family, the clan, and the Crown. It is possible that a certain amount of revenue might have been got in by rough and ready methods, but there would have been much injustice to individuals—indeed an attempt was made to collect, upon a system of averages, Crown Rent upon claims that had been lodged, the result being complaints from several people that they had been compelled to pay two and three times the amounts claimable from them under the terms of Crown Rent as gazetted and notified. Finding that this was true, I ordered the money paid in excess to be refunded, and determined that it is better not to press for payment until we have the different plots properly entered and registered. This is slower, but will save much trouble in the future.

I attach a copy of another report of Mr. Gompertz as to ownership in the small Island of Tsing I that will illustrate the intricacy of the claims put forward to the Land Court.

The Indians making the field to field survey were of course strangers to the country, and not knowing the language were unable to ascertain particulars of ownership. It became therefore necessary to form a staff of Chinese demarcators to accompany the survey party, and as the outcome of several experiments twenty Chinese, mostly villagers of the better class, were enlisted to make the record of holdings. This work they have proved fairly competent to perform, but they are quite unable to read a map, and this necessitates their being accompanied in every case by a surveyor even when at work upon land the field to field survey of which has been completed.

The strength of the Police Force in the New Territory up to the 23rd of June last was as follows—27 Europeans, 105 Indians, 30 Chinese, and 10 interpreters, but on the date mentioned the stations on the frontier and at Tai Po were strengthened by a total force of 4 Europeans, 40 Indians and 4 Chinese, owing to a rising in the neighbouring Chinese territory. No attempt was, however, made to disturb the peace in the New Territory. Nine Europeans and 51 Chinese were employed during the year in the three launches which are used to patrol the waters of the New Territory.

Four pirates were committed in the waters of the New Territory upon steam-launches owned and licensed in Hongkong, and the frequency of these cases has led to special legislation with a view to compel owners of launches plying outside the harbour to take proper precautions against such attacks, which are invariably committed by persons who embark under the guise of passengers.

The Police in the New Territory again suffered severely from malarial fever in spite of every precaution.

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CRIME.

The most notable feature is the increase in cases during the year. In 1899 the total number of cases for the New Territory was 155 with an aggregate of 271 accused persons. Of those cases only 23 were dealt with in the New Territory. In 1900 the total number of cases had increased to 386 involving 602 accused persons. Of these no fewer than 283 cases involving 393 accused persons were tried in the New Territory, while 303 cases comprising 499 accused persons were tried in Victoria. The increase is due partly to the more complete development of the police organisation, and partly to the greater readiness with which the inhabitants seek the protection of the police by laying complaints before them. By far the largest item in the list of offences is that of unlawful possession of opium, with which altogether 222 persons were charged.

Progress has not been rapid, partly owing to unfavourable weather, and it is evident that the work will cost more than was anticipated by this Government on the report of the Surveyor-General of India. As, however, the triangulation and the topographical survey are almost complete, it has been decided that Mr. Tate should return to India and that Mr. Newland should be retained with such staff as may be considered necessary for the completion of the cadastral survey.

REVENUE AND EXPENDITURE.

The total expenditure for 1900 was \$243,361.66, exclusive of the sums expended on the Police Establishment. Of this amount a sum of \$23,196.25 was spent on the construction of steam-launches, and a sum of \$13,200 on the charter of launches required whilst the new launches were being built. A sum of \$15,880 was also expended on Maxim guns with which it was deemed advisable to equip the Police Stations. Public Works in the New Territory, including the cost of the survey, were responsible for an expenditure of \$16,436.33. The expenditure on the Police Establishment in the New Territory amounted to \$102,292.43.

The revenue collected amounted only to \$17,530.75. This sum is certainly small when compared with the expenditure, but the difficulty in connection with the land settlement, to which reference has been made in this article, to

express what I feel sure is present in the mind

of us all, namely our sincere sympathy with our acting manager, Mr. Cooke, under the serious illness which has overtaken him, and our earnest hope that he may be speedily restored to health and strength again. (Applause.) I have much pleasure in seconding.

The motion was put to the meeting and carried unanimously.

NEW ADVERTISEMENTS

HONGKONG AND WHAMPoa DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS

THE DIVIDEND of 10 per cent. per Share and Bonus of 8 per cent. per Share for the six months ending 30th June, 1901, declared at Monday's Ordinary Half-yearly Meeting, will be payable at the premises of the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after THIS DAY (TUESDAY), the 20th of August, and Shareholders are requested to apply for Dividend Warrants at the Company Office, Queen's Buildings, New Praya.

By Order of the Board of Directors.

THOS. I. ROSE,

Secretary.

Hongkong, 19th August, 1901. [2112]

PUBLIC AUCTION

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (TUESDAY),

the 20th inst., at 11 A.M., at their Sales Rooms, Ice House Street,

85 Bags BECHE-DE-UTER, One Case BACON, 8 Cases HAMS, 3 Cases BOILED BEEF, 25 Boxes GUNNY BAGS, 9 Cases WASHING SODA.

TERMS.—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 20th August, 1901. [2115]

BY ORDER OF THE SUPREME COURT OF HONGKONG.

THURSDAY.

MESSRS. HUGHES and HOUGH will sell by Public Auction at their SALE ROOMS, Ice House Street,

LOT 1.

The valuable Messages and Premises known as No. 44, Lower Lander Row and No. 33, Upper Lander Row held for an unexpired term of 94 years at the annual Crown Rent of \$11.

LOT 2.

The valuable Messages and Premises known as No. 227, Queen's Road Central and No. 32, Jervois Street held for an unexpired term of 92 years at the annual Crown Rent of \$18.

For further Particulars and Conditions of Sale apply to MESSRS. DENNYS and BOWLEY, Solicitors, Supreme Court House; or to Messrs. HUGHES and HOUGH.

Hongkong, 20th August, 1901. [2113]

FOR SALE.

AMERICAN ORGAN, by Story and Clarke, 12 Stops, Knee Swells, &c. In good condition.

Apply—

H. M. S. "BRISK".

Hongkong, 20th August, 1901. [2116]

THE REGISTRATION OF TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that The GANDY BELT MANUFACTURING COMPANY, LIMITED, of SEACOMBE, near Chester, England, has on the 7th day of JANUARY, 1901, applied for the registration, in Hongkong in the Register of TRADE MARKS, of the following TRADE MARK:

The representation of a roll of Belting, having across it the representation of a bale of Cotton and the word "GANDY" and "GANDY'S" in the name of the said Company which claims to be the proprietor thereof. The TRADE MARK has been used by the applicant, in respect of the following goods: Belts in Class 23. A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary, of Hongkong.

Dated the 19th day of August, 1901.

DENNYS & BOWLEY,

Solicitors for the Applicant.

TO LET.

SHOPS, OFFICES, and ROOMS in BEACONSFIELD ARCADE, ONE SMALL GODOWN in DUDDELL STREET.

For Particulars, apply to—

TURNER & CO.

Hongkong, 20th August, 1901. [2118]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NANKIN."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

The Vessel brings on Cargo.

From Bombay or ss. Ernest Simons.

Goods not cleared by the 25th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

H. A. RITCHIE,

Superintendent.

Hongkong, 19th August, 1901. [2119]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M., on the 21st inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Goods impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be compromised by

DAVID SISSOON SONS & CO.

Agents.

Hongkong, 19th August, 1901. [2120]

NEW ADVERTISEMENTS

NEW ADVERTISEMENTS

STEAMSHIP "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNNEES of Cargo from London

and from Havre, ex ss. Sidon, and in connection with above Steamer, are hereby informed that their Goods, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, at Kowloon, whence delivery may now be obtained.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 26th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 24th inst., or they will not be recognized.

All damaged packages will be examined on

the 24th inst., at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPORIN,

Acting Agent.

Hongkong, 19th August, 1901. [2121]

NOTICE TO CONSIGNEES.

"GLEN LINE" OF STEAMERS.

FROM LONDON AND STRAITS.

THE Steamship

"GLENFARG"

having arrived from the above ports, Consignees of

Cargo by her are hereby informed that their

Goods are being landed at their risk into the

Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 25th inst. will be

subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the

Godowns, and a certificate of the damage

obtained from the Godown Company within

ten days after the steamer's arrival, after

which no claims will be recognized.

McREGOR Bros. & Gow.

Hongkong, 19th August, 1901. [2122]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAICHING."

Captain Davis, will be despatched for the above port TO-MORROW, the 21st inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAK & CO.,

General Managers.

Hongkong, 20th August, 1901. [2123]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA."

Captain J. E. Arthur, will be despatched as above on FRIDAY, the 23rd inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light, and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN & TOMEY & CO.,

General Managers.

Hongkong, 19th August, 1901. [2124]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOATS POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"INDUS."

Captain Duchateau, will be despatched for the above ports on or about MONDAY, the 26th inst.

For Freight or Passage, apply to

P. DE CHAMPORIN,

Acting Agent.

Hongkong, 18th August, 1901. [2125]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through

Cargo to ADELAIDE, NEW ZEALAND,

TAIRANIA, &c.)

THE Steamship

"EASTERN."

Captain Ellis, will be despatched for the above ports on FRIDAY, the 6th September, at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 19th August, 1901. [2126]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIAGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ REINHARD."

OF THE NORDEUTSCHE LLOYD.

Captain R. Heintz due to land with the outward

German Mail about the 22nd inst., will leave for

the above places about 24 hours after arrival.

NORDEUTSCHE LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, 19th August, 1901. [2127]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR."

having arrived from the above ports, Consignees of

Cargo are hereby informed that their Goods

will be delivered from alongside.

Cargo impeding the discharge will be landed

at once.

Cargo remaining on board after 2 P.M., on the

21st inst., will be landed at Consignees' risk

and expense into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PEN

TO LET.

TO LET.

TWO EUROPEAN HOUSES, Nos. 18 and 20, LEIGHTON HILL ROAD.
Apply to—
HONGKONG & KOWLOON LAND & LOAN COMPANY LTD., No. 8, Queen's Road West, Hongkong, 7th August, 1901. [1698]

TO LET SHORTLY.

HOUSES (now in course of erection and nearing completion) in a first-class business locality, DES VŒUX ROAD CENTRAL, next to A. Taelor's Furniture Store. Ground Floors suitable for Shops. Upper Floors have plastered ceilings and walls, and are very suitable for Offices.

Apply to—
J. S. LEE & CO., Care of WING CHEONG TAI, 240, Des Vœux Road West, Hongkong, 7th August, 1901. [1999]

THE PEAK.

TO LET. FURNISHED, No. 3, CAMERON VILLAS, from date to 15th October; Plate and Linen included. Servants can be retained. For Particulars, apply to—
TURNER & CO., Hongkong, 15th August, 1901. [2080]

TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD. Apply to—
SANG KEE, 188, Praha Central, Hongkong, 16th August, 1901. [2084]

TO LET.

A HOUSE IN RYDON TERRACE, BLUE BUILDINGS, No. 3, 2ND FLOOR, "THE RETREAT," MOUNT KELLETT. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 13th July, 1901. [166]

TO LET.

NO. 1, STEWART TERRACE, the PEAK. Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO. LTD., Hongkong, 17th July, 1901. [1700]

TO LET.

The GODOWN in WEST POINT (Kennedy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co. Ltd. For particulars, apply to—
LAURENCE WEGENER & CO., Hongkong, 9th July, 1901. [1730]

TO LET.

66 EASTLEY, UPPER RICHMOND ROAD, and Nos. 3, 5 and 6, RICHMOND TERRACE. Apply to—
LAU CHU PAK, Care of A. S. Watson & Co., Ltd., Hongkong, 1st August, 1901. [1935]

TO LET.

HOUSE No. 3, LOWER CASTLE ROAD. Apply to—
T. EDWARDS, No. 22, Stanley Street, Hongkong, 9th August, 1901. [2024]

TO LET.

"FERNSIDE," No. 37, ROBINSON ROAD. Apply to—
S. A. RAMJAHN, Care of Thomas's Grill Room, Hongkong, 1st August, 1901. [1937]

TO LET.

2 FIEST FLOORS in WYNDHAM STREET opposite Club Germania, suitable for Office. Fine position. Apply to—
C. E. WARREN, No. 34, Wyndham Street, Hongkong, 1st August, 1901. [2060]

TO LET.

NO. 8A, QUEEN'S ROAD, CENTRAL. Apply to—
KWONG CHEONG WO, No. 239, Des Vœux Road, Hongkong, 9th July, 1901. [1733]

TO LET FURNISHED.

For 2 or 3 months from 1st August, **BELLIOS TERRACE**, Top Terrace, fine view of Harbour, back entrance from Conduit Road. Apply to—
C. E. WARREN, No. 3A, Wyndham Street, Hongkong, 19th August, 1901. [2108]

BOARD AND RESIDENCE.

MRS. GILLANDERS, "GLENWOOD," 21, CATHERINE ROAD, Hongkong, 20th September, 1900. [1699]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATHER, 10, Peacock Hill, Hongkong, 1st January, 1902. [2023]

FOR SALE.

A FINE NEW COTTAGE PIANO. Apply to—
"INTRA MURUS," 18, Caine Road, Hongkong, 19th August, 1901. [2102]

NOTICES OF FIRMS

NOTICE.

THE BUSINESS of **MESSRS. TURNER & CO.** in Hongkong has been transferred to the Undersigned, who will continue to carry it on under the same Name, Style and Title of **TURNER & CO.**

R. CHATTETON WILCOX.

REFERRING to the above, MR. HAROLD CHATTETON WILCOX has been admitted a PARTNER in our Firm since this date.

TURNER & CO., Hongkong, 25th July, 1901. [187]

NOTICE.

WE have This Day Authorised Mr. HUNG MAK HOT 洪墨海翁 and Mr. CHOI PO SIEN 蔡寶善翁 to SIGN OUR NAME per PROSECUTION. A CHEE & CO., Hongkong, 16th August, 1901. [2083]

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE, The only office in China having European taught workmen. Equal to Home Work.

BUILDERS

KANG ON Contractor; 30, D'Aguilar Street. Local and Coast Port Buildings, Timber, Brick and Granite. Mechanics engaged. Estimates given.

CHEMISTS DRUGGISTS &c.

THE VICTORIA DISPENSARY, Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO. Established 1859. Every Household Requisite, Depot for Postman's Kellak Films and Accessories; 17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS, Diamond Merchants and Watchmakers, 40, Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Iloilo.

PHOTOGRAPHERS

A FONG, The latest and most complete Studio in Hongkong. Established 1859. Views, Enlargements, Ivory Miniatures, Oil Paintings, &c., Ice House Street.

MEE CHEUNG.

Ice House Street, Top Floor. Permanent Enlargements, Groups, Views, etc.; Development Works. Amateurs' Requisites.

PRINTING

"DAILY PRESS" OFFICE. Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO., Navy Contractors, Shipchandlers, Sailmakers, Provision and Coal Merchants, Praya Central, next Hongkong Hotel.

BISMARCK & CO.

Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.

Shipchandlers, Sailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Vœux Road.

MORE & SEIMUND.

43 and 45, Des Vœux Road. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners' Composition ("Greyhound Brand") and Blundell Spence & Co.'s Composition.

TAILORS

B. HAUGHTON & CO., Naval, Military and Court, 16, Queen's Road. Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS," Importer of the Best Manila Cigars; 25 Pottinger Street.

WATCHMAKERS

DROZ & CO., 10, Queen's Road Central. Repairs of Watches and Clocks by competent European experts, at moderate rates.

QUAN WAH & CO.

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS. DESIGNS & PRICES on APPLICATION at No. 1, Queen's Road East, Hongkong. Hongkong, 17th October, 1899. [1708]

SINTERING.

SURGEON DENTIST, NO. 10, D'AGUILAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 23rd September, 1891. [1832]

NOTICE.

H. YERA'S STUDIO has been re-opened at BEACONFIELD ARCADE, where the business will be conducted as usual from this date. Hongkong, 9th August, 1901. [2023]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm. WITH CHAMBER for 10 CARTRIDGES, FIRING 10 SHOTS in 2 SECONDS. SIEMSSSEN & CO. Hongkong, 3rd October, 1900. [75]

[ALL RIGHTS RESERVED.]

FAMOUS PRESENT-DAY CHICKETERS.

BY W. J. FORD.

VII.

K. S. RANJITSINHJI.

Kumar Shri Ranjitsinhji, as all the world knows, is an Indian and learned the rudiments of cricket in India. Yet his main object in coming over to England, and in entering at Cambridge University was—he himself has said it—the hope of getting a "blue" for lawn-tennis! Lawn tennis may mutter "corruptio optimi possedit," which may be interpreted by the saddest sight in the world is a good man gone wrong." Cricketers would hardly endorse this, however, that the man who was then being played as a bowler now represents the Gentlemen as a batsman, and that the last man of that side was D. L. A. Jephcott, the Surrey captain and batsman. Sam Woods is not much of a bowler now—who could bowl with a damaged side encased in various bandages?—in fact he has only "pretended to bowl" to use his own words, for some time; but during and immediately after his Cambridge days he was the best amateur fast bowler in England; indeed F. S. Jackson and he bowled throughout a whole Gentleman v. Players match, and won it. As a Varsity fast bowler, no one ever had more success, not Lang, or Kouny, or Powys, or Butler, or Evans. His pace was extreme, his length varied (he did not eschew a full pitch on to the bails) and his direction admirable; further he had a good slow ball at his disposal, but when his wicket went, his bowling went too. Those of my readers, however, who never saw Sammy at his best, may take it from me that no one was more likely to bowl out a crack bat before he was set, or after he was set; and this record for the Varsity match, 35 wickets for 318 runs, i.e., less than nine runs per wicket. This is a pretty good result for 7 innings in so important a match, and it is also a significant fact that of the four matches played while Sammy was a "blue," Cambridge won three and had all the best of the fourth, which was drawn. Sammy was quite a moderate scorer for Cambridge, and indeed as long as he was a regular and hard-worked bowler, but in 1895 he blossomed into a batsman, who was sound as well as slashing; in fact the 216 he made that year is still his record score, but Sussex, the then victims, had had ample experience, though in a somewhat less degree, of the power that lurks in his shoulders. Still Surrey perhaps have had an even bitterer experience of the weight of his hand, for "Sammy" at the Oval, when Somerset was getting the worst of things, has often been a sight for sore eyes. It is curious that so fine and a batsman should never have come off against the Players, but it is a fact that till the Scarborough Festival of 1900; S. M. J. had never scored 50 in one of these fixtures; on this occasion, and the match is not quite a fair specimen, he got as far as 52. Among other things that he has done has played for the Australians during their trip to England in 1890. The characteristics of his batting are power rather than skill. He can cut to some extent, but the bulk of his runs are scored in front of the wicket by free, clean hitting, especially on the off-side. To see Sammy get runs is a treat, as he is always busy himself, and keeping others busy too, being an excellent judge of a short run. His fielding is of the best wherever he stands, generally at mid-off, and it has been said of him that if he had been unable to bat or bowl he might have got his "blue" for wicket-keeping, even though MacGregor was "up." He was a desperate fellow at football, and the overruler of many a dashing "charge." As a captain of cricket he is one of the best, and nothing if he is not original: as a man and a brother he is beloved of all, and the idol of the crowd, if, that is, idolatry is evinced by cheers, cat-calls, and shouts of "What ho, Sammy!" He is a fine fellow to have on one's side whether things go well or whether things go ill.

be seen behind the most determined face in the world, the remnants of that smile. Especially do we recall its mingled grimness and playfulness when in the University match of 1891 the Cambridge eleven was unsuccessfully failing to get some 90 runs on a perfect wicket: G. F. Berkely was bowling man out whenever he liked, and Cambridge men were not comfortable in their seats, with two wickets to fall, and a run or two, not more, to win. Sammy soon restored confidence by his mere look, and settled matters by a crushing off-drive from the first ball he received. That stroke marked the man; he could no more fail to win the match than the thunder fails to follow the lightning. It is significant, however, that the man who was then being played as a bowler now represents the Gentlemen as a batsman, and that the last man of that side was D. L. A. Jephcott, the Surrey captain and batsman. Sam Woods is not much of a bowler now—who could bowl with a damaged side encased in various bandages?—in fact he has only "pretended to bowl" to use his own words, for some time; but during and immediately after his Cambridge days he was the best amateur fast bowler in England; indeed F. S. Jackson and he bowled throughout a whole Gentleman v. Players match, and won it. As a Varsity fast bowler, no one ever had more success, not Lang, or Kouny, or Powys, or Butler, or Evans. His pace was extreme, his length varied (he did not eschew a full pitch on to the bails) and his direction admirable; further he had a good slow ball at his disposal, but when his wicket went, his bowling went too. Those of my readers, however, who never saw Sammy at his best, may take it from me that no one was more likely to bowl out a crack bat before he was set, or after he was set; and this record for the Varsity match, 35 wickets for 318 runs, i.e., less than nine runs per wicket. This is a pretty good result for 7 innings in so important a match, and it is also a significant fact that of the four matches played while Sammy was a "blue," Cambridge won three and had all the best of the fourth, which was drawn. Sammy was quite a moderate scorer for Cambridge, and indeed as long as he was a regular and hard-worked bowler, but in 1895 he blossomed into a batsman, who was sound as well as slashing; in fact the 216 he made that year is still his record score, but Sussex, the then victims, had had ample experience, though in a somewhat less degree, of the power that lurks in his shoulders. Still Surrey perhaps have had an even bitterer experience of the weight of his hand, for "Sammy" at the Oval, when Somerset was getting the worst of things, has often been a sight for sore eyes. It is curious that so fine and a batsman should never have come off against the Players, but it is a fact that till the Scarborough Festival of 1900; S. M. J. had never scored 50 in one of these fixtures; on this occasion, and the match is not quite a fair specimen, he got as far as 52. Among other things that he has done has played for the Australians during their trip to England in 1890. The characteristics of his batting are power rather than skill. He can cut to some extent, but the bulk of his runs are scored in front of the wicket by free, clean hitting, especially on the off-side. To see Sammy get runs is a treat, as he is always busy himself, and keeping others busy too, being an excellent judge of a short run. His fielding is of the best wherever he stands, generally at mid-off, and it has been said of him that if he had been unable to bat or bowl he might have got his "blue" for wicket-keeping, even though MacGregor was "up." He was a desperate fellow at football, and the overruler of many a dashing "charge." As a captain of cricket he is one of the best, and nothing if he is not original: as a man and a brother he is beloved of all, and the idol of the crowd, if, that is, idolatry is evinced by cheers, cat-calls, and shouts of "What ho, Sammy!" He is a fine fellow to have on one's side whether things go well or whether things go ill.

Next Week:—"Skrewbury and Trott."

AMERICAN SYSTEM OF ENTERTAINMENT

AT CHADWICK KEW (LATE OF FOOTE & NOBLE).

Hongkong, 15th September, 1899. [150]

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSSSEN & CO.

Hongkong, 14th February, 1901. [50]

THE NEED OF MUNICIPAL FREEDOM IN HONGKONG.

BY SCRUTATOR.

With Leading Articles and Correspondence thereon Reprinted from the "HONGKONG DAILY PRESS" and "CHINA MAIL."

Price 20 Cents per Copy or Six Copies for \$1.

On Sale at Local Newsagents and H. BURTON'S Kowloon Store. Hongkong, 30th May, 1901. [

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	STEAMERS	DUE
GLASGOW and LIVERPOOL	"AJAX"		On 20th August.
GLASGOW and LIVERPOOL	"TYPHOON"		On 26th August.
GLASGOW and LIVERPOOL	"PYRHEUS"		On 5th September.
GLASGOW and LIVERPOOL	"ULYSSES"		On 12th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"		On 19th September.

FOR	HOMEBWARDS.	STEAMERS	TO SAIL
LONDON	"PELBUS"		On 22nd August.
LONDON	"STENTOR"		On 3rd September.
LONDON	"IDOMENEUS"		On 17th September.
LONDON	"AJAX"		On 1st October.
LIVERPOOL DIRECT	"ORESTES"		About 15th September.

(Taking Current London Rates) The S.S. "AJAX" left Singapore on the 15th instant, at Noon, and is due in Hongkong on 20th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 17th August, 1901.

VESSELS ON THE BERTH

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE
VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	SATURDAY, 31st Aug., at NOON.
"COPTIC"	TUESDAY, 10th Sept., at NOON.
"CITY OF PEKING"	TUESDAY, 24th Sept., at NOON.
"GAELIC"	WEDNESDAY, 2nd Oct., at NOON.
"CHINA"	SATURDAY, 19th Oct., at NOON.
"DORIC"	TUESDAY, 29th Oct., at NOON.

THE P. M. S. S. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 31st August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passenger holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, or re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 16th August, 1901.

[3-4]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yo-kohama, and Honolulu) SATURDAY, Aug. 24, 1901, at DAYLIGHT.

AMERICA MARU (via Shanghai, Nagasaki, TUESDAY, Sept. 17, 1901, at Noon.

Kobe, Inland Sea, Yo-kohama, and Honolulu)

HONGKONG MARU (via Shanghai, Nagasaki, SATURDAY, Oct. 12, 1901, at Noon.

Kobe, Inland Sea, Yo-kohama, and Honolulu)

The Twin-Screw Steamship

"NIPPON MARU"

will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 24th August, 1901, at DAYLIGHT, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

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Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

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Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passenger holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passenger holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

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POST OFFICE NOTICES.

The *Empress of India*, with the Canadian Mail, left Shanghai on Saturday, the 17th inst., at 10 p.m., and may be expected here to-day.
The *Posta Heintz*, with the German Mail of the 22nd ult., left Singapore on Saturday, the 17th inst., at 5 p.m., and may be expected here on or about Thursday, the 22nd inst.
The *India* with the French Mail of the 26th ult., left Singapore on the 19th inst., at 4 p.m., and may be expected here on or about Monday, the 20th inst. This Packet brings replies to letters despatched from Hongkong on 22nd June.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Canton		Tuesday, 20th, 7.30 A.M.
Bangkok		Tuesday, 20th, 9.00 A.M.
Suwat, Amoy and Foochow		Tuesday, 20th, 10.00 A.M.
Yap, Fritsch, Wilhelmshaven, Flinschafen, Matupi, Herberts Hohe and Sydney		Tuesday, 20th, 11.30 A.M.
Swatow		Tuesday, 20th, 11.00 A.M.
Hankow		Tuesday, 20th, 1.00 P.M.
Mongul		Tuesday, 20th, 1.15 P.M.
Theres		Tuesday, 20th, 3.00 P.M.
Nantung		Tuesday, 20th, 4.00 P.M.
Manila		Tuesday, 20th, 4.00 P.M.
Macao		Tuesday, 20th, 4.00 P.M.
Manila, Iloilo and Cebu		Tuesday, 20th, 4.00 P.M.
Chafon and Nanchwang		Tuesday, 20th, 4.00 P.M.
Nagasaki, Kobe and Moji		Tuesday, 20th, 4.00 P.M.
Meji, Kobe, Yokohama, Victoria B.C., & Tacoma		Tuesday, 20th, 4.00 P.M.
Shanghai		Tuesday, 20th, 4.00 P.M.
Canton		Tuesday, 20th, 4.00 P.M.
Swatow, Amoy and Tamsui		Tuesday, 20th, 4.00 P.M.
Foochow, Ningpo and Shanghai		Tuesday, 20th, 4.00 P.M.
Samarang and Sourabaya		Tuesday, 20th, 4.00 P.M.
EUROPE, &c. India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		Tuesday, 20th, 4.00 P.M.
Singapore, Penang and Colombo		Tuesday, 20th, 4.00 P.M.
Manila		Tuesday, 20th, 4.00 P.M.
Manila, Thursday Island, Townsville; Brisbane, Sydney and Melbourne		Tuesday, 20th, 4.00 P.M.
Manila		Tuesday, 20th, 4.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO		Tuesday, 20th, 4.00 P.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		Tuesday, 20th, 4.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.		Tuesday, 20th, 4.00 P.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		Tuesday, 20th, 4.00 P.M.
Shanghai		Tuesday, 20th, 4.00 P.M.
EUROPE, &c. India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		Tuesday, 20th, 4.00 P.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		Tuesday, 20th, 4.00 P.M.
Kobe, Yokohama, Victoria and Vancouver, B.C.		Tuesday, 20th, 4.00 P.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne		Tuesday, 20th, 4.00 P.M.

TO-DAY.

Sale, Miscellaneous, Sales Room, Messrs. Hughes and Hough, 11 a.m.
Meeting of the Shareholders of the Great Eastern and Caledonian G. M. Co., Ltd., 14, Des Voeux Road, 12.15 p.m.

TO-MORROW.

Meeting of the Shareholders of the Hongkong Hotel Co., Ltd., noon.

COMMERCIAL.

CLOSING QUOTATIONS.

19th August.

ON LONDON.—	1/14
Telegraphic Transfer	1/14
Bank Bills, on demand	1/14
Bank Bills, at 30 days' sight	1/14
Bank Bills, at 4 months' sight	1/14
Credits, at 4 months' sight	1/14
Documentary Bills, 4 months' sight	1/14
ON PARIS.—	2/44
Bank Bills, on demand	2/44
Credits, at 4 months' sight	2/44
ON GERMANY.—	1/94
On demand	1/94
ON NEW YORK.—	4/7
Bank Bills, on demand	4/7
Credits, 60 days' sight	4/8
ON HONG KONG.—	1454
Telegraphic Transfer	1454
Bank, on demand	1454
ON CALCUTTA.—	1454
Telegraphic Transfer	1454
Bank, on demand	1454
ON SHANGHAI.—	724
Bank, at sight	724
Private, 30 days' sight	734
ON YOKOHAMA.—	52 p.c.o.m.
On demand	52 p.c.o.m.
ON MANILA.—	31 p.c.o.m.
On demand	31 p.c.o.m.
ON SINGAPORE.—	1 p.c.o.m.
On demand	1 p.c.o.m.
ON BATAVIA.—	1174
On demand	1174
ON HAIPHONG.—	12 p.c.o.m.
On demand	12 p.c.o.m.
ON SAIGON.—	12 p.c.o.m.
On demand	12 p.c.o.m.
ON BANGKOK.—	604
On demand	604
SOVEREIGN, Bank's Buying Rate	\$10.20
GOLD LEAFL, 100 fine, per tael	\$5.125
BAB SILVER, per oz.	264

OPIUM.

19th August.

Quotations are— Allowance not to 1 catty.
Malwa New \$880 to \$870 per picoul.
Malwa Old \$890 to \$900 " "
Malwa Older \$910 to \$920 " "
P. P. per wrapped \$915 " "
Persian fine quality \$830 " "
Persian extra fine " "
Patna New \$957 to " per chest.
Patna Old \$972 to " "
Benzara New \$9273 to " "
Benzara Old \$9473 to " "

VESSELS EXPECTED.

THE CANADIAN MAIL.
The C.P.R. steamer *Empress of India* arrived at Shanghai at 3.30 p.m. on the 17th inst., and left again at 10 p.m., same day, for Hongkong, where she is due to arrive at 8 a.m. to-day.

THE GERMAN MAIL.

The Imperial German mail steamer *König Albert* left Shanghai via Foochow on the 17th inst., a.m., and may be expected here to-morrow, a.m.

The Imperial German mail steamer *Prinz Heinrich*, carrying the German mails with dates from Berlin of the 22nd ult., left Singapore on the 17th inst., at 5 p.m., and may be expected here on or about the 22nd inst., a.m.

THE FRENCH MAIL.

The M.M. steamer *Indus*, with the next French mail, left Singapore at 4 p.m. on the 19th inst. for this port via Saigon.

THE AMERICAN MAIL.

The P.M. steamer *Pera*, with mails &c., left San Francisco for this port via Honolulu, Inland Sea, Kobe, Nagasaki and Shanghai on the 25th inst.

The T.K.K. steamer *America Maru*, with mails &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 10th inst.

PASSENGERS.

ARRIVED.

Per *Loongmoon*, from Shanghai, Messrs. Boyde, Busmeng, Spier and Bonen.

Per *Loongsang*, from Manila, Messrs. P. O'Farrell and R. Gray.

Per *Catherine*, Apear, from Calcutta, &c. Messrs. J. Slavin, J. McAuliffe, and J. F. Anderson.

Per *Pete*, from Manila, Mrs. Hardinge, Mrs. Elioros, Mrs. Yosi Sone, Mr. Kam Sone, H. and Mrs. Dederich, Messrs. E. B. Cushing, Jr. N. Bonine and C. W. Donnelly.

DEPARTED.

Per *Kumakura Maru*, for Seattle, &c., Mr. W. M. Levensler.

HONGKONG TIDE TABLE.

20th to the 29th August.

HIGH WATER.

LOW WATER.

Day Water.

Night Water.

Mean Height.

Mean True.

Height.

Tide.

W.

W.